

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Saint Bronislava School

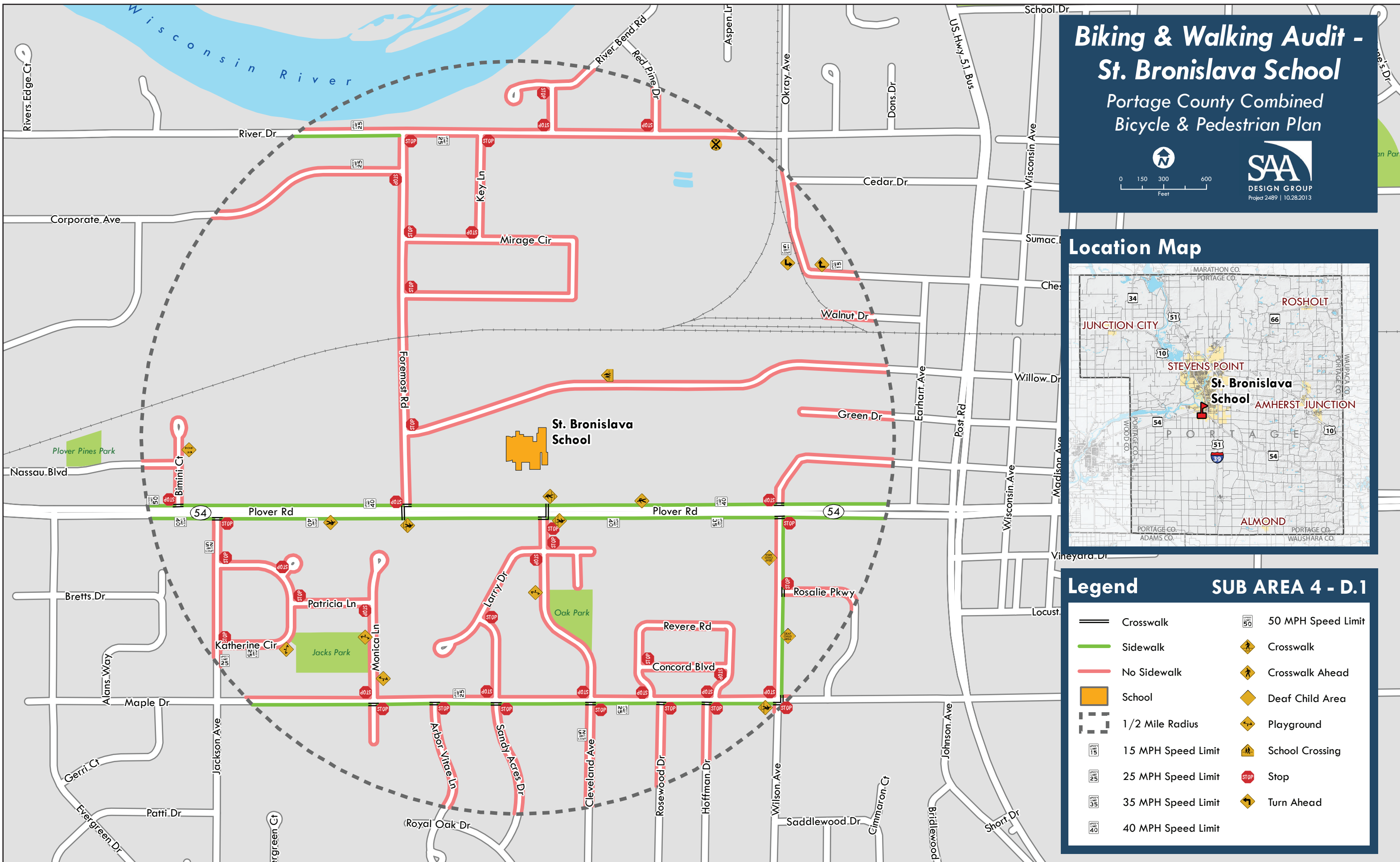


February, 2014

Plan prepared by:

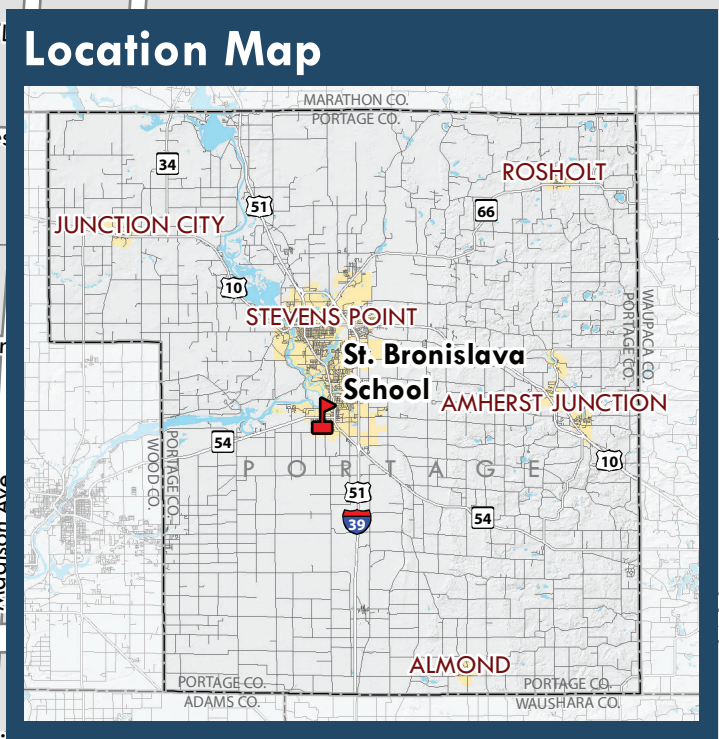
SAA Design Group, Inc.

Toole Design Group



Biking & Walking Audit - St. Bronislava School

Portage County Combined
Bicycle & Pedestrian Plan



Legend SUB AREA 4 - D.1

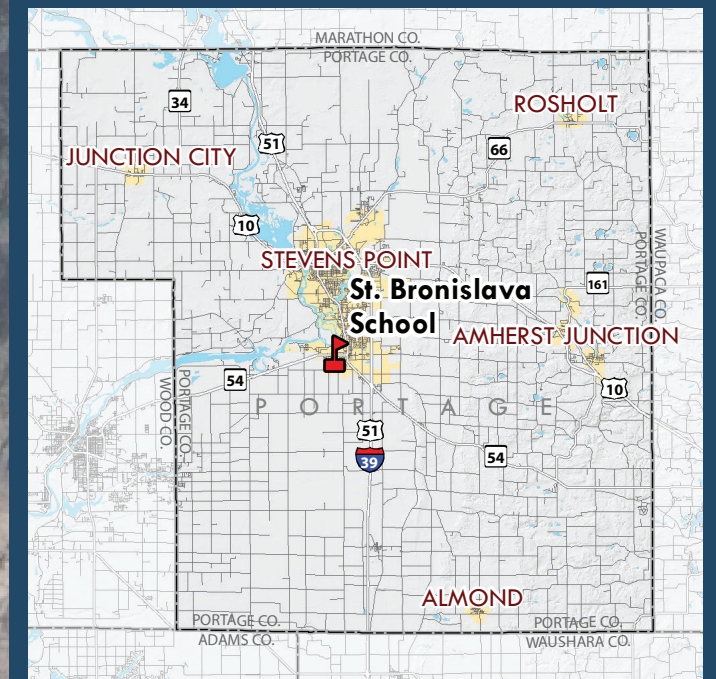
Crosswalk	50 MPH Speed Limit
Sidewalk	Crosswalk
No Sidewalk	Crosswalk Ahead
School	Deaf Child Area
1/2 Mile Radius	Playground
15 MPH Speed Limit	School Crossing
25 MPH Speed Limit	Stop
35 MPH Speed Limit	Turn Ahead
40 MPH Speed Limit	

Site Assessment - St. Bronislava School

Portage County Combined
Bicycle & Pedestrian Plan



Location Map



Legend

SUB AREA 4 - D.2

- Existing Sidewalk
- XXXX No Sidewalk
- ==== Existing Crosswalk
- Fence
- Cone
- ⓔ Entrance
- ONE WAY One Way
- ⚠ School Crossing
- ⚠ Pedestrian Crossing
- STOP Stop



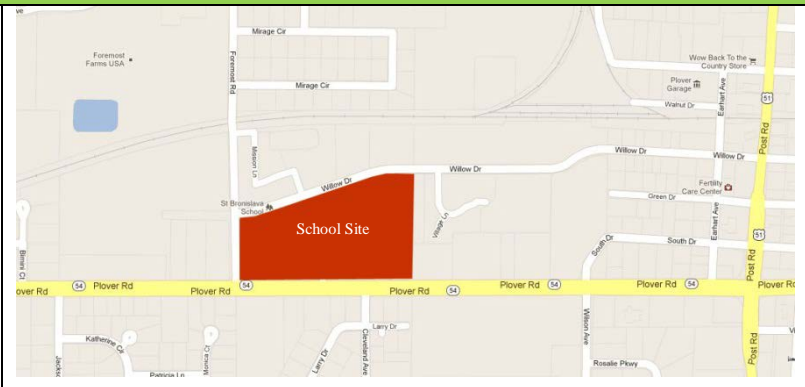
Saint Bronislava School

Location and Contact Information

St. Bronislava Elementary School

3301 Willow Drive
 Plover, WI 54467
 t(715) 342-2015

Ellen Lopas, Principal
 School Hours: 8:00-2:40
 Grades PK-5



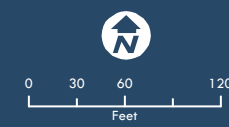
Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Students and parents may be unaware of preferred walking and bicycling routes.	4.4.1 Work with Portage County Planning and Zoning to implement maps of preferred walking and bicycling routes to parents and students.	See Best Practices (Chapter 3).
Parents may be unaware of or ignore established drop-off/pick-up procedures.	4.4.2 Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant event.	Educating parents on the drop-off/pick-up routine is an ongoing process and needs to be communicated at least annually.
Students may not have an understanding of core bicycle and pedestrian safety elements.	4.4.3 Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase user ship and enhance skills.	Educational courses focusing on bicycle and pedestrian safety teach valuable skills.
In depth bicycle safety training opportunities are limited and forums for discussing opportunities for improving the walkability of the community do not currently exist.	4.4.4 Work with WisDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	Training programs such as Bicycle Rodeos can teach valuable on-bike skills. Walkable Communities Workshops can help engage the community in the process to create a more walkable and livable environment.
Strategy Type :: Encouragement		
The number of students biking or walking to school could be increased.	4.4.5 Conduct a district-wide "Walk and Wheel Wednesday" or similar event and award prizes for school with top percentage, or miles traveled, by bikers and peds.	Encouragement activities build interest and enthusiasm and help ensure the program's continued success. See Best Practices (Chapter 3).
Strategy Type :: Enforcement		
Willow Drive is immediately adjacent to the school grounds and is not posted as 15 mph.	4.4.6 Post Willow Drive as a school zone with 15 mph limit from Foremost Road to Village Lane.	See Best Practices (Chapter 3).
The drop off/pickup area becomes congested at arrival and dismissal times.	4.4.7 Restrict eastern driveway on STH 54 to bus/staff ingress and egress only; install signage (Do Not Enter, Buses Only).	A separated bus loading area will reduce conflicts during arrival and dismissal times.
The drop off/pickup area becomes	4.4.8 Place safety cones or other	A separated bus loading area will

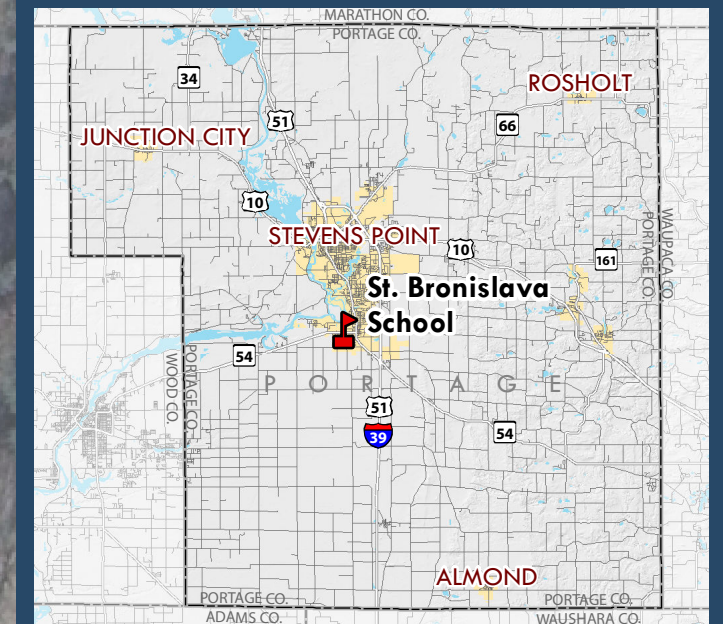
congested at arrival and dismissal times.	barriers in N-S orientation to prevent pass-through of vehicles and "channelize" bus traffic within eastern half of parking lot.	reduce conflicts during arrival and dismissal times.
The drop off/pickup area becomes congested at arrival and dismissal times.	4.4.9 Restrict western driveway on STH 54 to "Staff Only" during school hours.	Creating a dedicated staff parking area simplifies circulation patterns and may help reduce congestion.
The drop off/pickup area becomes congested at arrival and dismissal times.	4.4.10 Restrict western driveway on Willow Drive to Enter Only.	Creating a one-way flow for the drop-off/pick-up area will reduce opportunities for conflict.
The drop off/pickup area becomes congested at arrival and dismissal times.	4.4.11 Restrict eastern driveway on Willow Drive to Exit Only.	Creating a one-way flow for the drop-off/pick-up area will reduce opportunities for conflict.
Strategy Type :: Engineering		
Existing pedestrian crossing signage could be improved.	4.4.12 Improve existing pedestrian crossing ahead signage on STH 54 with flashing beacon on timer (beginning and end of school days) or ped activation.	See Best Practices (Chapter 3).
Pedestrian facilities do not exist on Willow Drive and the school grounds do not connect to the STH 54 sidewalk.	4.4.13 Install sidewalk connections from STH 54 sidewalk to south school entry and from Willow Drive proposed sidewalk to north school grounds.	Willow Drive connects residential areas to the school and should have pedestrian facilities. A sidewalk connection between the school and STH 54 completes a gap in the sidewalk network.
Pedestrian facilities do not exist on Willow Drive.	4.4.14 Install sidewalk on north side of Willow Drive from Mission Lane to a point east of the eastern access drive.	Willow Drive connects residential areas to the school and should have pedestrian facilities.
Access to the site from the north could be improved.	4.4.15 Install high-visibility crosswalk and signage on Willow Drive linking proposed Willow Drive sidewalk with school grounds.	See Best Practices (Chapter 3).
Pedestrian facilities do not exist on Willow Drive.	4.4.16 Install sidewalk on Willow Drive from eastern driveway to Post Road.	Sidewalks on Willow Drive will create a direct route to the school grounds.
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	4.4.17 Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	Collecting data can provide information to help guide program planning, understand the progress and identify future actions. See Best Practices (Chapter 3).
The benefits of biking and walking may not be fully understood within the community.	4.4.18 Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and their impact on key community health indicators (physical activity, obesity rates, energy consumption, productivity, sick day rates, etc).	See Best Practices (Chapter 3).
The benefits of biking and walking may not be fully understood within the community.	4.4.19 Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	See Best Practices (Chapter 3).

Site Improvement - St. Bronislava School

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Legend

SUB AREA 4 - D.3

	15 MPH School Zone		Proposed sidewalk
	Add beacon to existing Pedestrian Crossing sign		Proposed sidewalk (Long term)
	Proposed "Bus & Staff Parking Only" sign		Proposed cones
	Proposed "Do Not Enter" sign		Proposed crosswalk
	Proposed "School Crossing" sign		Existing cones
	Recommended bus drop-off/pick-up circulation		Existing crosswalk
	Recommended parent drop-off/pick-up circulation		Existing fence
			Existing sidewalk
			No sidewalk

